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## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

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COUNTRY USSR (Moldavian SSR and Ukrainian SSR) REPORT

SUBJECT The Towns of Kishinev and Ostrog

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. The civilian airfield at Kishinev was located two to three kilometers southeast of town. It had a single runway of which part was concrete and part was natural surface. The one-story terminal building contained a waiting room, a restaurant, a refreshment counter, and a booking counter. A separate, adjacent building housed a meteorological station. Traffic at Kishinev airport was quite heavy in the summer and light in the winter. All flights were executed by twin-engined COACH (IL-12) and Douglas-type aircraft. Also parked at the airfield were airplanes for urgent medical cases and ones for spraying fields. Rumors were current that the civilian airport was to be transferred to Rvaka (?), eight kilometers from the Kishinev railroad station on the way to Bendery N 46-49, E 29-28. Air connections were maintained from the Kishinev airport to the following cities:

- a. Kharkov, twice a day with a stopover in Odessa.
- b. Lvov, with stopovers in Chernovtsy and in Stanislav.
- c. Moscow, two direct flights daily and two flights with stopovers in Kiev daily.
- d. Odessa, several flights daily, lasting 48 to 50 minutes.

2. A military airfield was located two or three kilometers northeast of Ostrog, on the other side of the Goryn River. Its construction began in 1954 and was completed in 1956. The airfield served as a summer camp for two air force regiments which had their permanent quarters in Kolomyia, moving to Ostrog for the period from April to September. The men were billeted in tents, while officers and their families were housed in living quarters belonging to the 36th Regiment. MIG-19 fighters and IL-28 bombers were observed at the field in 1956.

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(Note: Washington distribution indicated by "X"; Field distribution by "#").															

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Attachment 1: An eight-page report on Kishinev's [N 47-01, E 28-50] industrial installations, public services, and medical institutions with a sketch and legend with town plan information. A detailed description is given of the Automobile Repair Plant and factories under the Moldavian Oil Trust are listed.

Attachment 2: A six-page report on the town of Ostrog [N 50-20, E 26-31] with a legend and sketch pinpointing locations in the town. The report covers industrial installations, public facilities, residents of Ostrog and the 36th Mechanized Regiment stationed there.

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Att. 1

COUNTRY: USSR (Moldavian SSR)

SUBJECT: Kishinev: Industrial Enterprises, Public Services, and Medical Institutions.

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Industrial Enterprises

1. In mid-1957, the Automobile Repair Plant in Kishinev [N]47-01, E28-507, located in the northern part of town in the Skulianskaya Rogatka suburb, carried out current repairs and general overhauls on ZIS-151, GAZ-51, ZIS-150, ZIS-5, and ZIS-5A vehicles, the latter type of which had a hydraulic clutch. The plant was subordinate to the All-Union Ministry of Road Transport (Ministerstvo Avtotransporta i Shoseynikh Dorog) and employed about 1,000 workers.
2. The Automobile Repair Plant had departments for car reception, dismantling and assembling, trailer components assembly, fitters, carpentry, and painting. It carried out general overhaul of

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motors in cooperation with the Kotovskovo Works, which manufactured engine heads. Future plans, however, provided for the plant itself to produce these components. The plant was also engaged in the manufacture of automobile radiators assembled from ready-made cores, of vehicle bodies and drivers cabs, the assembly of chassis, and the turning of various parts, such as pins and gear box shafts. Because the plant served all institutions and kolkhozy of the Moldavian SSR - there was another, much smaller automobile repair plant in Beltsy [N47-46, E27-56] - it was overburdened with work, and sometimes about six months would elapse before a vehicle was repaired. The daily output of the plant consisted of three or four general overhauls, the cost of which amounted to about one-third of the vehicle's value.

3. The buildings of the Automobile Repair Plant were constructed in the form of interconnected, large halls, 10 to 12 meters high, with zigzag sloping glass roofs. In the parking area around the buildings, there were generally 50 to 60 vehicles lined up for repair and 30 to 40 vehicles for testing and/or breaking-in after general overhaul. The area of the plant also contained a transformer house; the electric current was obtained from the new thermal power station in Kishinev.

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4. The Mechanical Plant (Mekhanicheskiy Zavod) in Kishinev was located at the corner of ulitsa Minkovskaya and ulitsa Petropavlovskaya, at the site of a former flour mill. The plant, which was subordinate to the Moldavian Ministry of Food Industry, repaired machinery of food industry plants in the republic and contained a foundry for casting various machinery parts, particularly those for flour and oil mills.
5. The Sunflower Seed Oil Mill (Maslozavod), located near the railroad station in Kishinev, was subordinate to the Moldavian Oil and Vegetable Oil Trust (Trest Moldras Zhirmaslo). The offices of the trust were in the building of the Ministry of Food Industry, on ulitsa Lenina.
6. Subordinate to the Moldavian Oil and Vegetable Oil Trust were the following plants, all of which produced oil, mainly from sunflower seeds:
  - a. The Soap Factory in Beltsy, which was a new plant with a large output.
  - b. The Soap Factory in Kishinev which, however, had produced only soap and washing powder in recent years.

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- c. Three oil mills in Beltsy, which produced oil primarily from sunflower seeds and soya beans. Formerly, peanuts from China were also used.
  - d. An oil mill each in Kishinev, Soroki [N48-10, E28-17], Floreshty [N47-54, E28-19], Ataki [N48-27, E27-47], and Rezina [N47-45, E28-58].
- 7. The Kotovski Plant was located in the vicinity of the railroad station and manufactured lathes and various other metal-working machines.
  - 8. The Tannery, a major enterprise, was located on the left-hand side of the road leading to Staryye Dubossary [N47-15, E29-10], between the Sunflower Seed Oil Mill and the new power station. The tannery employed about 1,500 workers.
  - 9. The Cigarette Factory occupied a large area beyond the fuel depot. The factory had numerous structures, and included among those for the manufacture of cigarettes were ones serving as stores and tobacco drying installations.
  - 10. The Government Grain Stores (Zagotzerno) and a Flour Mill were also located beyond the fuel depot. The granaries were used for the

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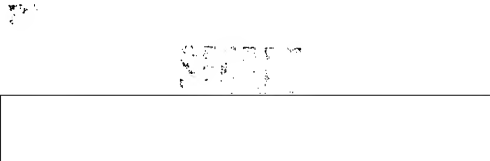


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storage of compulsory deliveries and of grain sold by the kolkhozy to the government. The grain destined for the population's bread was distributed from these granaries, which also kept reserve supplies for special occasions.

11. The Fuel Depot (Neftbaza), located opposite the Sunflower Seed Oil Mill, stored gasoline, kerosene, and gas oil in 30 to 40 tanks, each of which had a capacity of 250 tons. The depot was served by a railroad spur.
12. Hothouse nurseries for trees and shrubs were located in the area between the tannery and the new thermal power station. The nurseries used steam from the power station for heating.
13. The new Thermal Power Station in Kishinev operated on coal and adequately supplied the town. However, it apparently received additional power from the hydroelectric plant in Dubossary, the Dubossarskaya GES.
14. A mobile power station, mounted on a flatcar, supplied current to Kishinev after the war, but it reportedly had been transferred to Beltsy.



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Public Services

1. ~~15.~~ The civilian airfield <sup>at Kishinev</sup> was located <sup>two miles</sup> 2 to 3 kilometers southeast of town. It had a single runway of which part was concrete and part was natural surface. The one-story terminal building contained a waiting room, a restaurant, a refreshment counter, and a booking counter. A separate, adjacent building housed a meteorological station. ~~During the summer months, traffic at Kishinev airport was quite heavy, and it was necessary to book a seat a few days in advance. In winter, when traffic was lighter, a ticket could be obtained on the day of the flight. An advance booking office for airplane tickets was located on ulitsa Lenin, in the center of town.~~ <sup>in the summer and lighter in the winter</sup>

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~~16.~~ Air connections were maintained from the Kishinev airport to the following cities:

- a. Kharkov, twice a day with a stopover in Odessa.
- b. Lvov, with stopovers in Chernovtsy and in Stanislav.
- c. Moscow, two direct flights daily and two flights with stopovers in Kiev daily.
- d. Odessa, several flights daily, lasting 48 to 50 minutes.

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17. All flights were executed by twin-engined COACH (IL-12) and Douglas aircraft. Also parked at the airfield were airplanes for urgent medical cases and ones for spraying fields. Rumors were current that the civilian airport was to be transferred to Rvaka (?), eight kilometers from the Kishinev railroad station on the way to Bendery [N46-49, E29-28].
18. The parking lot and workshops of the urban transport system, which consisted of streetcars and trolleybuses, were located near the hospital. The two streetcar lines had the following routes:
- a. From the vicinity of the cemetery along the Automobile Repair Plant, via ulitsa Frunze (formerly Nikolayevskaya) to the railroad station.
  - b. From the vicinity of the cemetery via ulitsa Frunze and ulitsa Ormiyanskaya in the direction of Kostivzhany.
19. The two trolleybus lines had the following routes:
- a. From the railroad station via ulitsa Lenina to the Medical Institute, which was located at the end of ulitsa Lenin in the northern part of town.

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- b. From the railroad station via ulitsa Gogola  
and ulitsa Gorkovo to the lake.
20. The following streets were surfaced with asphalt: Gorkovo,  
Lenina, Muncheskaya, Kotovskovo, Pushkinskaya, Gogola, and  
Minkovskaya.

Medical Institutions

21. The Lechsamupravlenie Special Hospital and Dispensary for top  
officials was located on ulitsa Komsomolskaya.
22. The Municipal Hospital was located at the corner of ulitsa  
Lenina and ulitsa Ostrovskovo, in the vicinity of the Medical  
Institute.
23. Municipal Hospital No. IV was located on ulitsa Frunze.
24. Attached is a legend and sketch of the city of Kishinev.

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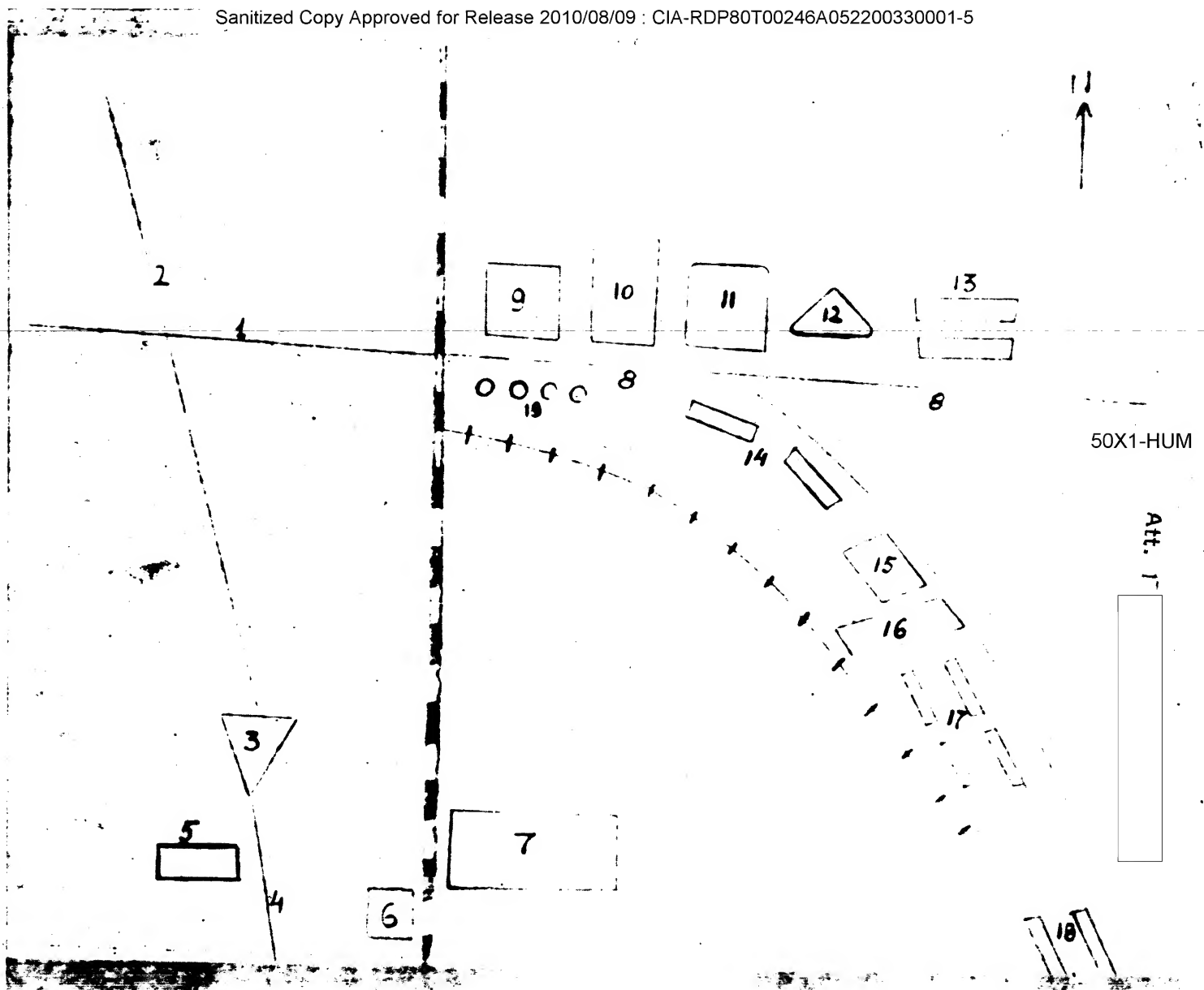
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Legend to Sketch of Kishinev

1. ulitsa Izmailskaya.
2. ulitsa Frunze (formerly Nikolayevskaya).
3. Kotovsky Square (Ploshchad Kotovskovo).
4. ulitsa Muncheskaya.
5. Kotovsky Plant (Zavod Imeni Kotovskovo).
6. Kishinev Railroad Station.
7. Foodball area of the Sergey Lazo Factory workers.
8. Road leading to Staryye Dubossary.
9. Sunflower Seed Oil Mill.
10. Tannery.
11. Hothouse Nurseries.
12. New Power Station (TES).
13. Brick Factory.
14. Cigarette Factory.
15. Flour Mill.
16. Grain Elevator (Zagotzerno).
17. Emergency food stores.
18. Brick Factory.
19. Town Fuel Depot.

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COUNTRY: USSR (Ukrainian SSR)

SUBJECT: The Town of Ostrog

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1. Ostrog (N 50-20, E 26-31), a rayon center, had a population of 15,000 in the spring of 1957, as compared to a prewar figure of 25,000. About 90 percent of the inhabitants were Ukrainians, and the remainder Russians. Of the buildings in the town, 30 to 40 percent were in ruins and had not yet been reconstructed. About 70 percent of the houses were made of wood, the rest of bricks, and none of them was over two stories high.

2. There was little industry in the town, its industrial enterprises consisting of the following:

- a. A sawmill (Cesopilny Zavod), located on Mamulskiy Street, with about 100 workers.

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b. A regional flour mill, located on Mamuilskiy Street, with about 30 employees.

c. "Artel 1 Mai", on Stalina Street. Employing about 200 workers, it comprised a cobbler's shop, a tailor's shop, and a tinsmith's shop, among others.

d. A local industrial combine (Gorpromkombinat), with approximately 150 workers. It included machine shops, carpentry shops, stove repair and chimney sweeping services.

3. The following are details on public facilities in Ostrog:

a. There ~~was~~ no sewerage system in the town, and only its center had a water supply system, the outlying areas getting their water from wells.

b. Only the main streets ~~were~~ paved (with cobblestones), while all other streets ~~were~~ dirt roads.

c. A bus line, running eight times a day, connected Ostrog with the Oznenin railroad station, a distance of approximately 12 kilometers. A local bus line ~~ran~~ between Stalina Street and Nove Mestechko, the new quarter across the Viliya River. This bus also passed the barracks of the mechanized regiment on Stalina Street.

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d. The only places of entertainment were a movie theatre and a "House of Culture".

e. There were two wooden bridges in the town. One bridge, across the Viliya River, was about 80 m long and had a capacity of 40 tons; it was constructed during 1953-1954 by the engineer battalion stationed in the town. The other bridge, across the Goryn River, was about 100 m long and had a maximum capacity of 40 tons; it was an old bridge which had been reconstructed in 1946.

f. The town power station had two diesel generators, one of which had been out of order for several years. The station was incapable of supplying all the town's requirements. Only important institutions had an uninterrupted flow of current, whereas the supply to the townspeople was restricted to the morning and evening hours.

4. The rayon executive committee (Rayspolkom), the rayon Party committee (Raykom), the municipal council (Gorsoviet) and the rayon MVD directorate (Rayonnoe Upravlenie MVD) were all located on Stalina Street.

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5. The forestry office (Lespromkhoz) was located on Bilmazh Street and employed several hundred clerks and laborers.

6. The town had two secondary schools - one Ukrainian and the other Russian - and a teachers' training school (Ped. Tekhnikum).

7. The following hospitals were located in Ostrog:

a. A rayon hospital (Rayonnaya Bolnitsa), with about 200 beds.

b. A mental hospital (Psykho Bolnitsa), located on Stalina Street, in the former prison.

8. The following military objectives in Ostrog are reported:

a. The barracks of the 36th mechanized regiment (36 Zmekhanizirovany Polk) were located at the end of Stalina Street. Under the Polish regime the barracks had been occupied by the 19th Polish cavalry regiment (19 Pulk Ulanov), which had had its divisional headquarters in Rovno. The 36th Regiment was equipped with T-34, T-44, T-54 and T-10 tanks, 76 mm field guns, 122 mm howitzers and BTR-40 APC's. No details are available on the regiment's internal organization.

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b. Barracks of an engineers battalion (Otdelny Sapyorny Batalyon) were situated on Stalina Street, next to the teachers' training school. The battalion formed part of a formation with headquarters in Rovno. Under the Polish regime, the barracks had been occupied by a border guard unit (KOP). The battalion's equipment included GAZ-46 amphibious jeeps, BAN amphibious vehicles and pontoon bridge installations (type unknown).

c. A military airfield was located two or three <sup>hundred</sup> kilometers northeast of Ostrog, on the other side of the Goryn River. Its construction began in 1954 and was completed in 1956. The airfield served as a summer camp (~~Letni Lager~~) for two air force regiments, <sup>(a</sup>fighter and a bomber regiment<sup>)</sup> which had their permanent quarters in Kolomyia, moving to Ostrog for the period from April to September. The men were billeted in tents, while officers and their families were housed in living quarters belonging to the 36th Regiment. MIG-19 fighters and IL-28 bombers were observed at the field in 1956.

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9. The following individuals were residents of Ostrog:

a. Adonyev (fmu) had been First Secretary of the Ostrog rayon Party committee (Raykom) since 1950. [redacted]

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b. Major Chernov (fmu) had been head of the Ostrog rayon MVD directorate since 1950, [redacted]

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c. Maksimov (fmu) had been chairman of the rayon executive committee (Rayspolkom) since 1945. [redacted]

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d. Nikolaychuk (fmu) had been chairman of the municipal council (Gorsovet) since 1945. [redacted]

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Attached are the following:

Attachment 1 - Sketch-map, with legend, of the town of Ostrog

Attachment 2 - Overlay showing the location of the military airfield near Ostrog which is used as a summer camp for air force units permanently stationed in Kolomyia.

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Legend to Sketch-Map of Ostrog

1. Sawmill
2. Flour mill
3. Forestry office (Lespromkhoz)
4. Municipal museum
5. Rayon hospital
6. Ukrainian secondary school
7. Post office
8. Rayon executive committee (Rayspolkom)
9. Russian secondary school
10. Engineers battalion (Sap. Batalion)
11. Teachers' training school
12. Rayon MVD directorate (also includes the rayon militia directorate)
13. Rayon Party committee (Raykom)
14. Mental hospital
15. 36th mechanized regiment (36 Zmekhanizirovany Polk)
16. Industrial combine (Promkombinat)
17. "1 Mai" Artel
18. Municipal council (Gorsovet)

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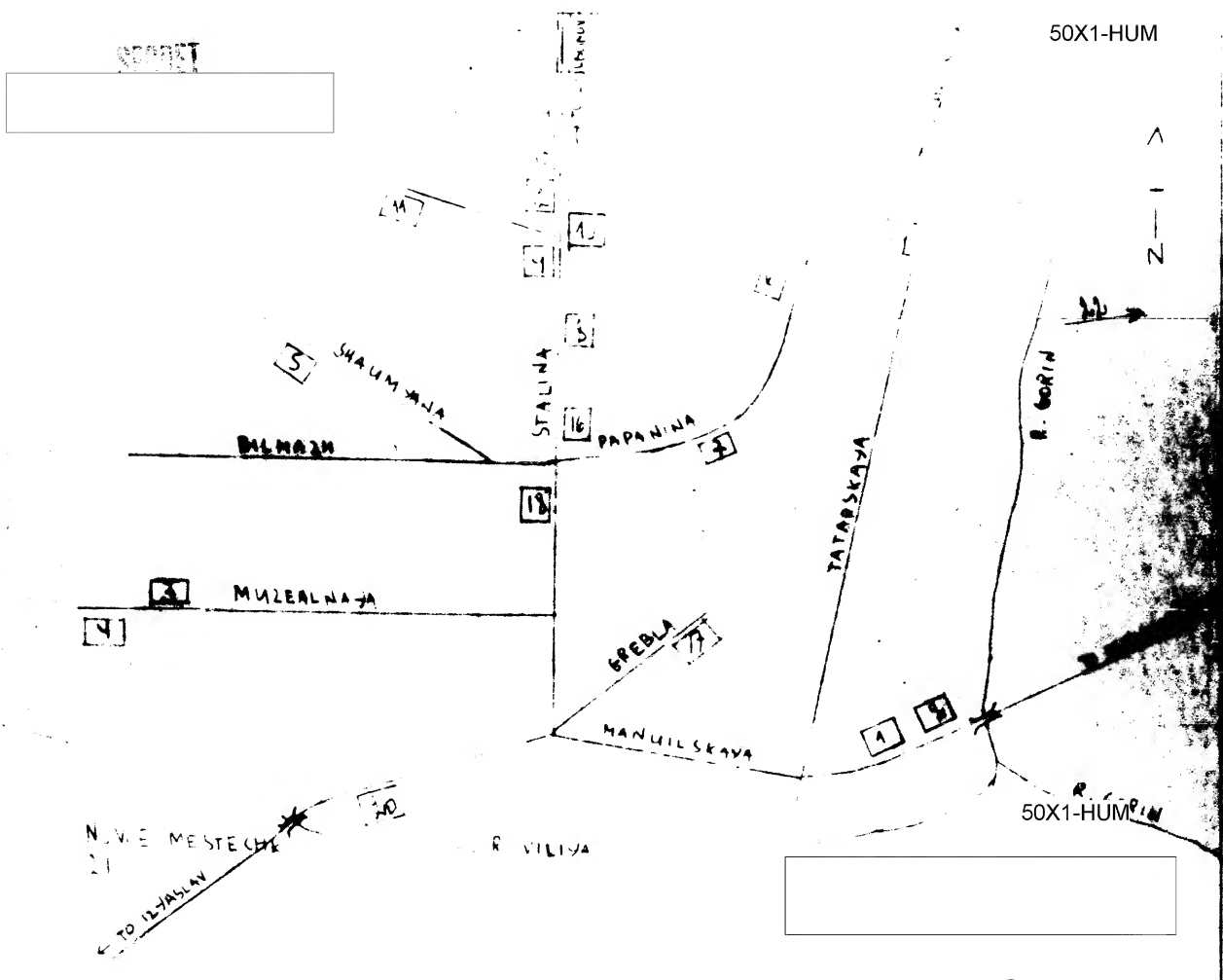
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19. Movie theatre and "House of Culture"
20. Electric power station
21. New residential quarter
22. Military airfield (at a distance of two or three km from the point of the arrow)

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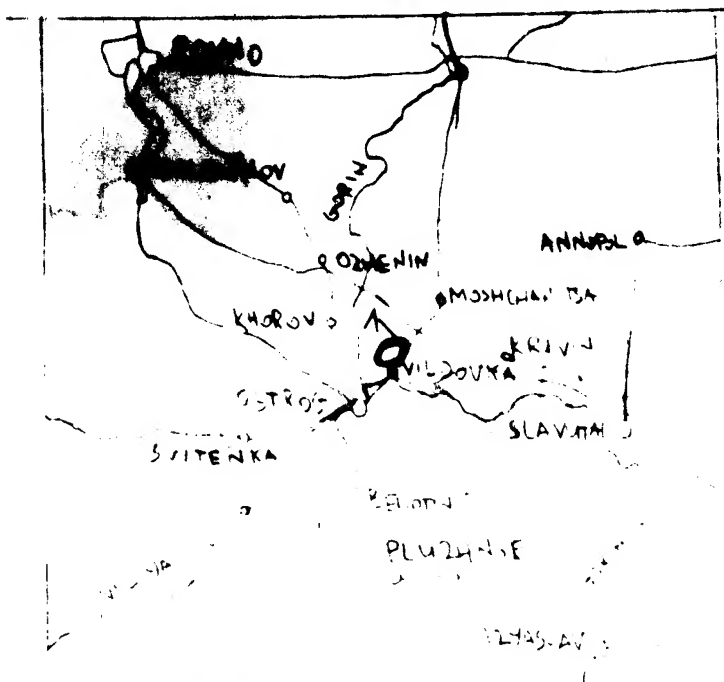
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